

BARKER'S LANDING7K-D-13

From 16 April through 3 June 1975, the Section of Archaeology, under the field direction of Robert Asreen, undertook an archaeological investigation of the right-of-way for the relocation of road 107 at Barker's Landing in Kent County.

Background

This investigation was undertaken because the right-of-way for the relocation of road 107 at Barker's Landing transected a known archaeological site. This site, the Barker's Landing Site (7K-D-13), had been recorded by the Section of Archaeology in December 1965 and had been known and surface collected by amateurs for years.

A cursory examination of the artifacts in the S.O.A. collections from 7K-D-13 indicated that the prehistoric occupation of this site occurred almost exclusively during the Transitional Period (ca. 2000 B.C. to 1000 B.C.). An examination of the historic record (i.e. maps and historical documents) indicated that Barker's Landing was part of the land-holdings of Thomas Barker prior to 1800 and that by 1868, residences had been established in the vicinity of the site.

Field Methodology

Funding for the salvage excavation of this site was provided by the Highway Department for a field crew of four persons for twenty-five days and an additional crew member for twenty days for a total of 900 man hours.

The site was surveyed and eighty-nine (89) ten meter square units were established in the right-of-way to facilitate locating our findings. The right-of-way had been previously plowed and following a rain, an intensive

surface collection of cultural material was made. The ten meter squares were divided into quadrants; material was collected from each of these quadrants and bagged separately. The purpose of this collection was to indicate the possible locations of subsurface concentrations of cultural materials. Since no funding had been allocated for lab work and analysis of any of the recorded cultural remains, this collection was not utilized to its fullest extent.

The right-of-way was then stripped of most of the plow zone with equipment furnished by the Highway Department. A final 'dressing down' of the subsoil was done by flat-shoveling and by using a backhoe furnished by the Section of Archaeology. Concentrations of material in the lower plow zone and in the subsoil along with all features (.i.e. disturbances in the subsoil) were noted. These features were then mapped in and surface drawings were made. Concentrations of artifacts were plotted in. The status of these features as to whether they were natural (i.e. depositional/erosional) or cultural (.i.e. manmade) was determined where possible. Cultural features were photographed before being excavated and all possible features were tested. Initial feature excavation involved cross-sectioning the features and troweling a cross-section till the bottom of the feature was encountered. Photographs of the section were taken and a profile drawing of the feature was then made. Any internal stratigraphy within the feature was recorded. Since none of the features uncovered during this investigation were internally stratified, the remainder of the feature was excavated in arbitrary 10 cm. levels. Soil samples were obtained from all features for the purpose of soil analysis (pH, color and flotation). Organics (i.e. charcoal) were retained.

Cultural material was recovered from the plow zone and up to ca. 20 cms. below the subsoil in most of the features. Several test pits (2 meter squares) were excavated to depths of up to 80 cms. below the subsoil to determine if

3. The material from Barker's Landing, when analyzed and reported, should provide a good deal of information concerning the Transitional Period as well as the historic occupation of the area.

Recommendations

It is recommended that before any future work (i.e. road construction) in the area of Barker's Landing be considered, the Section of Archaeology be contacted. If construction is proposed, funding for continued archaeological investigations including fieldwork, lab work, artifact analysis and report writing be included in the cost estimates for the project and that the Section of Archaeology have sufficient time before construction to carry out such an investigation.

Acknowledgements

I would like to thank: the Highway Department of the State of Delaware for funding this archaeological investigation and providing the heavy equipment necessary for moving soil. I would also like to thank the following individuals: Mr. Dill of the Magnolia Highway Maintenance Yard for coordinating the use of heavy equipment, the equipment operators; the crew: R.F. Hoffman, I. Reed, T.L. Pickett and C. Cromwell; R.A. Thomas, F.L. Stocum, D.R. Griffith and R. Artusy of the Section of Archaeology for their assistance and advice along with A.G. Feierstein for typing the field notes; and E.F. Heite, Historic Registrar, Division of Historical and Cultural Affairs for his assistance.

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